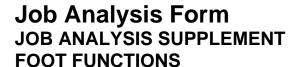
EMPLOYEE: CLAIM #





JOB TITLE Transit Operator JOB CLASSIFICATION Transit Operator

DOT TITLE Bus Driver (motor trans.) **DOT NUMBER** 913.463-014

DEPARTMENT Transportation **DIVISION** Operations

CONTACT'S NAME & TITLE Base Chief

CONTACT'S PHONE

ADDRESS OF WORKSITE

VRC NAME Neil Bennett, M.Ed., CRC, CDMS DATE COMPLETED 5/9/02

REVISERS Sue Stewart, Transit Safety DATES REVISED 10/20/04

Steve Russell, OTR 4/20/05

Jeff Casem, M.A., CRC 5/15/07

5/12/08

Operating Controls with Feet Dominant Foot: Right ____ Left _

Continuously for 2 hours at a time for up to 8 hours total in a work shift while driving the bus. Must be able to depress the accelerator as well at the air brake pedal continuously.

Brief description of which positions are required and which tasks are performed in each position:

King County Metro operates several different makes and models of buses, with operator foot controls described as follows: The driver's right foot rests on the floor, a raised plate or heel cups directly in front of the throttle and brake pedals. The driver will operate each pedal independently of one another, requiring movement of the foot from one pedal to the other. The driver seat adjusts forward and back as indicated to provide a range of distances. The measured maximum force to fully engage the brake system at fully charged status is the maximum force required, obtained through 3 measurement trials at both quick and slow application. The measurement of the Gillig Trolley was performed in both stationary position and in motion. The Gillig Trolley utilizes a combination air brake and dynamic braking system. It is not necessary to fully apply maximum brake pressure to stop and/or control the coach under all conditions.

Frequency and duration of pressure application will vary by route and bus. Measurements include replication of panic stop from 20 mph with 3 seconds of severe application, to measured stops taking 5 -10 seconds to make a smooth, controlled stop on level ground at speeds of 5 and 20 mph. Retarder function allows for the transmission to assist in the braking application at speeds above 8 mph under normal braking conditions. All busses have some sort of retarder at this time. The BREDA fleets of busses have been retired eff. Dec. 2004 but 59 will return as Trolley busses, replacing the 4000 MAN Trolleys. As they will be only electric mode busses with the dynamic

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braking system coupled with the air brakes, with a reduction in overall weight of the coach due to this conversion, it is expected that brake force pressures will actually be slightly less in the future.

Bus Make/Model	Throttle-Brake	Degree of Pedal	Brake Pedal	Brake Pedal
	Lateral Distance	Pronation	Neutral Angle	Max Angle
30/40 foot Gillig	5.25 inches	12.5	45	27.5
40 Gillig 4100 Trolley	5.25 inches	12.5	45	27.5
Breda Articulated	5 inches	8	38	13.5
Trolley-900 40 Ft.	6.5 inches	8	43.5	20
(New)				
Trolley- MAN 60 Ft.	5 inches	8	52	28
Americana 40 Ft D	5 inches	12.5	47	23
New Flyer Articulated	5 inches	10	43	25
•				
Bus Make/Model	Close seat pan to pedal tip distance	Far seat pan to pedal tip distance	Average Peak Force under gradual stopping (5-10 sec duration)	Average Peak Force – Panic Stop (1-3 sec duration)
30/40 foot Gillig	18.75 inches	27.25 inches	23.4 - 34.7 pounds	NA
40 Gillig 4100 Trolley	18.75 inches	27.25 inches	30 pounds	40 pounds
Breda Articulated	20 inches	24 inches	28.7- 41.0 pounds	67.7 pounds
Trolley-900 40 Ft. (New)	17 inches	26 inches	77.5 pounds	87.5 pounds
◆Trolley- MAN 60 Ft. (Bus to be replace '05)	17.5	28	82.5 pounds	85 pounds
Americana 40 Ft D	18.5	28.5	29.5 – 38.3 pounds	67.5 pounds
New Flyer Articulated	16.5	26	14.4 – 18.9 pounds	52.7 pounds

Signature & title of evaluator	Date	
Signature & title of contact	Date	
Signature & title of employee	 Date	

EMPLOYEE: CLAIM #

Job Analysis Supplement DOT Title: Transit Operator DOT number: 913.463-010

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PHYSICIAN:

	I agree that the above name injured worker can perform the physical activities described in this job analysis supplement and can return to work. State date worker is released to return to work if different form today's date
	I agree that the above named injured worker can perform the physical activities described in this job analysis supplement on a part-time basis for hours per day, days per week. The worker can be expected to progress to full-time, regular duties in weeks □ or months □
	I agree the injured worker can perform the described job but only with modifications (described in comments section). Modifications are needed on a □ permanent or temporary basis.
	The above named injured worker <u>temporarily</u> cannot perform this job based on the following physical limitations:
	icipated release date:atment plan:
	The above named injured worker is <u>permanently</u> restricted from performing the physical activities described in this job analysis based on the following physical limitations (state objective medical findings):
Cor	nments:
Physician	Date